

# Shipping

## A SCORE OF NEW AUTOS IS FEATURE OF WILHELMINA CARGO

The Hawaiian Islands is evidently proving a valued customer for mainland motor car manufacturers, judging from the continued extensive shipments of motor driven vehicles which reach this port with the arrival of each Matson Navigation liner.

Twenty new machines were included in the large general cargo brought down from San Francisco in the liner Wilhelmina, an arrival at the port this morning.

Nine of the machines will be left here while the remainder will be carried on to Hilo, the vessel sailing for the Hawaii port Thursday evening.

Two thousand people gathered at the Hackfeld wharf this morning to add to the general welcome accorded Duke P. Kahanamoku, the world's champion swimmer, whose arrival back to his native land was heralded by the prolonged noise from steamer whistles and sirens, the blare of bands and the tuneless melody of stringed instruments.

Despite the large crowd that gathered on the wharf and awaited the appearance of the young Hawaiian swimmer, the best of order was maintained. The wharf officials preserved excellent order throughout the wait for the liner to come alongside the wharf.

No accident marred the occasion, and the corps of men in charge of Matson shipping and the wharf are to be congratulated on the successful manner in which the throng was handled.

"We were treated to fine weather on the entire trip," commented Purser Charles Drew on arrival.

Captain Peter Johnson has about fully recovered from the injuries sustained by a serious fall. He is able to get about without the aid of a crutch and is well on the high road to recovery.

The Wilhelmina brought a large number of kamaainas, many of whom had been away on extended vacations to the mainland and to Europe.

Passengers for Honolulu included 114 in the cabin and 21 in the steerage.

The vessel will be discharged of 3600 tons freight during the stay here. At Hilo, 1700 tons cargo are to be discharged before returning to Honolulu.

Two wireless operators are with the Wilhelmina this trip and will remain with the vessel in compliance with the new Federal law which went into effect today.

A small percentage of the passengers are listed as tourists.

In the cargo is a quantity of material for the government work at Pearl Harbor including a number of sections of eight-foot pipe to be used in the construction of a dredge.

**Workman Has Much Cargo for Pacific Coast.**

With a view to sailing for San Pedro on Thursday evening, the Harrison Direct Line freighter Workman, now at Oceanic wharf, is being rapidly discharged of 3263 tons of general cargo intended for the Hawaiian Islands.

The vessel is to call at San Pedro, San Francisco, then at Vancouver and Victoria. At the Coast points the Workman will be supplied with cargo destined for London only. In fact, all cargo to be supplied the vessel will proceed direct to the British capital.

The freight for Honolulu includes a quantity of corrugated iron, building material, fertilizer and liquors.

One interesting item on the manifest was three finely-bred and pedigreed dogs, which are imported by local fanciers. The animals stood the long voyage in good shape. The Workman will be supplied with 15,000 cases of preserved pineapples before leaving for the Coast. F. L. Waldron & Co., Ltd., are the local representatives for the vessel.

**Liner Marama Can Accommodate**

All applicants for transportation to the north Pacific coast can be accommodated in the Canadian-Australian liner Marama, which vessel sailed from Suva or schedule time and is due to arrive here at noon on next Tuesday.

At the office of T. H. Davies and Company a cable has been received which states that the vessel has room for a goodly number of passengers as well as freight destined for Victoria and Vancouver. The Marama will remain in port but a few hours, pending the discharge and loading of freight.

**Slow Passages To Hawaii Nel.**

The fleet of lumber laden windjammers now enroute from North Pacific points to the Hawaiian Islands are not making the best of time on the voyage.

The schooner Fearless with lumber from Grays Harbor is twenty-seven days out but is expected here at any moment. From the same port the schooner Ludlow is en route to Honolulu, the vessel having sailed from Grays Harbor twenty-one days ago.

Captain Freeman, master in the Inter-island steamer Mauna Kea stated this morning that nothing was seen of the schooner Taurus twenty-two

## NEW MAUNA LOA NOW IN SERVICE

With an increase of fifty per cent. in her passenger accommodations, the Inter-island steamer Mauna Loa, which has been out of commission since last May, entered the regular Kona and Kau service on a maiden voyage this morning.

Rebuilt from stem to stern, the overhauling costing a good many thousands of dollars, the Mauna Loa now represents a fine type of passenger and freight carrier.

The fair list of passengers that filed aboard the Mauna Loa before sailing time at noon today were most agreeably surprised at the startling changes made in the arrangement of cabins and other matters that tend to the personal comfort of travelers at sea.

New iron beds of the latest design have been fitted in the staterooms. New and modern lavatories are installed in each room. The dining saloon has received much attention and now has a much larger seating capacity.

Before the vessel resumed her former run to windward Hawaii ports, a complete refrigerating plant was installed.

The Mauna Loa was fitted with new Scotch boilers of the highest type. The vessel is now an oil burner, the old coal-burning device having been removed.

Finely-appointed quarters for the captain and his officers are now located on a new bridge deck. Here also are situated two of the finest equipped staterooms in the ship.

Captain Thompson is the proud skipper who took the Mauna Loa out on her initial run today. The same force of engineers as was formerly in the steamer continues in the Kona and Kau service.

**PASSENGERS ARRIVED**

Per M. N. S. S. Wilhelmina, from San Francisco.—For Honolulu Mr. and Mrs. L. C. Ables, Miss W. I. Ables, Mrs. L. A. Andrews, Mrs. L. E. Arnold, Mr. and Mrs. B. D. Baldwin and children, Mr. and Mrs. S. Beadmore, T. W. Bewley, E. Bishop, Master Clark Bowen, Mr. and Mrs. F. A. Bowen, Wm. A. Bowen, Mrs. N. O. Bradley, C. A. Bruns, W. N. Burnett, Miss Dixie Coke, W. N. Concanon, Mrs. C. B. Cooper, Master Charles Bryant Cooper Jr., Miss Frances Cooper, Master John McGraw Cooper, Miss D. Coulter, Carl Dodson, Mrs. Chas. Paul Durney and infant, Carl du Roi, Miss Gee, R. Graham, Mrs. W. M. Graham, Mr. and Mrs. T. Guard, Miss Dorothy M. Guild, John Guild, Chas. M. Herbert, Mrs. A. G. Holt and children, Miss Louie M. Hosmer, Mrs. J. H. Hough, Duke P. Kahanamoku, A. E. Kelley, S. A. Keystone, Mr. and Mrs. N. B. Lansing, John MacLaren, Mrs. M. McCandless and infant, Mr. and Mrs. T. McCormack and child, Mr. and Mrs. R. R. McDowd, R. B. McGrew, Mrs. Dr. D. McLennan, Blakeley McStocker, A. E. Murphy, Miss E. Peacock, A. F. Peterson, Mr. and Mrs. W. A. Ramsey and child, Mrs. P. G. Reilly, Mrs. I. Rubenstein, Mrs. F. R. Salter, Mr. and Mrs. J. A. Scott, Miss M. Scott, Miss Mary Sexton, Mrs. Matilda Sexton, A. B. Sill, Mrs. Agnes M. Silver, Mr. and Mrs. F. E. Steere and children, Mrs. R. Stewart, Rev. Sister M. Sylvester, Rev. Sister M. Teresa, Miss Gladys E. Thomas, Miss Muriel Thomas, Mr. and Mrs. L. H. Thompson and children, Mr. and Mrs. A. Thorne, Mr. and Mrs. John R. Vogel, Miss Bella Walker, Mr. and Mrs. E. M. Watson, Miss Virginia Waymouth, Miss W. Weight, Ralph W. Weymouth, D. Williams, W. S. Winters, Carl Wolters, Miss May Woodman, N. B. Young, M. G. Zalinsky, Miss A. Zumwalt, Miss M. Zumwalt.

**Mauna Kea Brings Report of Much Rain on Hawaii.**

Much rain along the coast of Hawaii is reported with the arrival of the Inter-island steamer Mauna Kea from Hilo this morning. The vessel passed through smooth seas and light winds. She brought cargo including 10 cords wood, a quantity of empties, 1 auto, crates chickens, ducks, and 86 packages sundries. The steamer is to be dispatched for Hilo and way ports at 10 o'clock tomorrow morning.

**Hawaii Sugar.**

A small amount of sugar remains at several ports along Hawaii, according to a report that has reached this city with the arrival of the steamer Mauna Kea. Purser Phillips notes the following shipments: Olua 2000, Onomea 3074, Hakalau 9574, Hamakua Mill 7000, Puhulu 4000, and Honuapo 2700 sacks.

**Lumber Laden For Kaaupali.**

It is believed that with the return of Inter-island steamers from Maui ports, a report of the arrival of the bark Albert at Kaaupali will be received to this city. The bark Albert sailed from Port Ludlow, thirty-six days ago with cargo consigned through the agency of H. Hackfeld & Company.

**Siberia on Way From the Orient.**

From the Orient and with room for 125 cabin passengers, the Pacific Mail liner Siberia is due to arrive here next Monday morning. This vessel is to be given quick dispatch through the agency of H. Hackfeld & Co. and will presumably sail for San Francisco at 5 o'clock in the evening.

**Madsen Is Chief in the Wilhelmina.**

M. A. Madsen is now chief officer in the Matson Navigation liner Wilhelmina, having taken over his new duties on the present trip. Madsen is no stranger to Honolulu shipping, as he has been connected with the Lurline and was for some months master of the freighter Hyades.

**Schooner Alice Cooke Due Daily.**

Shipping men at this port look for the arrival of the American schooner Alice Cooke daily. This vessel sailed from Port Ludlow thirty four days ago with a full shipment of lumber consigned to the local branch of Lewers & Cooke.

**Helene Returns from Napoosoo.**

Sugar made up the cargo brought to the port in the Inter-island steamer Helene from Napoosoo. This vessel brought 6530 sacks sugar and 75 head of Greenwell ranch cattle. The vessel met with light trades and smooth seas on the return trip.

Returning from Kauai, Light-house Inspector Arlidge reports having landed material on the Garden Island intended for the new light to be installed at Kilaua.

## MANY DESIRABLE FEATURES TO BE FOUND IN NEW MATSON LINER

The latest Matson Navigation Company steamship, the order for which was placed with the Newport News Shipbuilding Company some weeks ago, upon the arrival of Vice President E. D. Tenney of Castle & Cooke on the Coast, will possess many new and pleasing features.

Plans and complete diagrams showing the internal arrangements as well as the general contour of the new liner have been on exhibition at the office of Castle & Cooke. A number of local shipping people and business men have called to inspect the plans for the proposed vessel, and it is the general opinion that the liner will be a welcome addition to the Matson fleet of passenger and cargo carriers.

The plans which have been on view here show a vessel of 446 feet length, 54-foot beam and 33.6-foot depth. A casual inspection would indicate that the new vessel is to be constructed along much the same lines as the Lurline. This is particularly indicated by the fact that the machinery is located in the extreme after portion of the ship.

**Well-Appointed Ship.**

The upper bridge deck is designed to accommodate the quarters for the captain and his navigating officers. On this deck is located a commodious smoking room, with convenient lavatories and a buffet. The smoking room is designed on generous lines and will be fitted out with becoming taste.

Two finely-fitted private staterooms with separate baths are a feature of the poop deck. The social hall is situated here, which will have seating capacity for many passengers. In addition to the cabin de luxe, quarters for a medical officer and a stewardess are to be found on this deck. The poop deck will contain eight staterooms, with two large lavatories—one for men and the other for women. In the after part of this deck are the purser's office and a separate room for the wireless apparatus and installation and quarters for two operators.

**Dining Room Seats All Passengers.**

There will be no waiting for a second table on the new Matson liner.

The general design of the dining saloon is simplicity itself. The tables judiciously arranged will permit the entire number of passengers carried being seated at a meal. There is room for eighty-five diners in the saloon at a sitting. The dining room occupies a commanding position on the upper deck of the vessel, which insures plenty of light as well as ventilation.

In the rear of the saloon are twenty staterooms, each with two broad berths and a settee. Two big lavatories and baths are located on this deck. In the after part of the vessel will be found quarters for the engineering staff, stewards, and other members of the crew. At the extreme aft of this deck is a large room set aside for the storage of refrigerated cargo and supplies for the ship. The new vessel will have a fully equipped refrigerating plant.

**Many Improvements in Cargo Facilities.**

The handling of cargo, both in the loading and discharge will be greatly facilitated in the new liner by a practical arrangement of four large hatches. In addition to this means of dealing with freight, the vessel is to be fitted with ten side ports, five on each side of the vessel.

All machinery will be situated in the after part of the vessel insuring a minimum amount of vibration which is a prime factor in the popularity of Matson steamers now in the trans-Pacific service.

The new liner is to be fitted with the latest and improved towing machine, which places that vessel in a time of distress. The need of a towing apparatus has been demonstrated on more than one occasion in the maritime history of the Pacific.

The plans, which have been inspected by many interested in the shipping of the islands, indicate that the latest addition to the Matson Navigation line will be a vessel in every way in keeping with the demands of a passenger and freight carrier between the mainland and the islands.

It is expected that the newboat will be ready to enter the Trans-Pacific service by November of 1913.

**DUKE HOME**

(Continued from Page 1)

fingers downward and back to his mouth, gripping from ear to ear in the prospective delight of his first real pot feed since he left the islands months ago.

The luau at the Kahanamoku home at Waikiki is to be of the old-fashioned kind, the ones Hawaiians love so well, with its loads of roast pig, huge pots of poi and all the delicacies that go therewith, and it is to be the biggest of its kind that has been held in Honolulu in many moons. The cook, an aged native whose ability in preparing these dishes amounts to a reputation, has been toiling anxiously and lovingly over his pots and pans for the last three or four days. He, as well as the young fellow in whose honor the feast is given, is to make it an event that will go down in Hawaiian annals as a wonderful, awe-inspiring affair.

Duke has lost none of the modesty that won him hosts of friends everywhere he went. This was emphasized this morning when the crowds went out in launches to greet him. Then for the first time a number of the passengers aboard the Wilhelmina awoke to the fact that they had been traveling unawares with a world-renowned young man, and several hurried up to him with congratulations and exclamations of surprise.

In fact, he appears no more sophisticated than when he left Honolulu. Duke wants to go to the Panama-Pacific international exposition at San Francisco in 1915 and to take with him a bunch of Hawaiian swimmers and divers.

"I believe George Freeth, our well-known diver, could have beaten all those at Stockholm," he told W. T. Rawlins today, "and I think we can get up a crowd of boys that will make a mighty big showing at San Francisco. I would like to take a relay swimming team over there, too."

More details of his appearance in the swimming tank at San Francisco some days ago were received here today. He swam the 100-yard distance twice on the same day, going the distance both times in 59 seconds, breaking the Pacific coast record and setting the audience wild. His appearance in swimming trunks was the occasion for a great ovation, and the newspapers recognized him with long stories of his style, strength and unassuming manners.

These stories indicate that Duke learned much in the east before the Stockholm trip, for they state that he gave local swimmers a new idea in starting, by taking an especially long leap and dive that gained him a second's time before beginning his actual swim. Duke knew but little of the fast start when he left Honolulu, and the improvement may be credited to the trainers who took him in hand at Philadelphia.

Duke admits that newspaper report of the Stockholm race, which said that he slowed up visibly near the end of his swim. He says that he got a cramp in his arms that came on suddenly and made them almost useless. His swims at San Francisco were both exhibition affairs and not in competition.

He was splendidly received everywhere, says he, and received uniform courtesy from all he met, but that the best part of his whole journey out into the big world has been his return to home, family and friends.

## VESSLS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Tuesday, Oct. 1.

YOKOHAMA — Sailed, Sept. 28, S. S. Siberia, for Honolulu.

SUVA — Sailed, Oct. 1, S. S. Marama, for Honolulu.

NEW YORK — Arrived, Oct. 1, ship Foohing, Suey, from Mahukona 15.

EUREKA — Arrived, Oct. 1, schr. A. F. Costa, from Hilo, Sept. 9.

Mail for San Francisco per S. S. Lurline, closes 4:30 p. m. today.

**STOCKS WEAK AND FALLING**

Another slump in stocks, and in a market almost dead, is recorded today. Oahu fell between boards a quarter of a point to 26.25 for 25, 20 and 30 shares, and on the board dropped to 26 flat for five shares.

There is no reason in Oahu's intrinsic condition for this decline — it is only a symptom of the return of pessimism regarding the sugar situation generally now affecting practically all sugar stocks. Ewa is also down a half-point since yesterday, a sale of 50 shares at 29.50 being reported. Even McBryde, that might have been thought to have struck bottom, has shed another quarter point, 5 shares being reported sold at 5.50. Hawaiian Sugar had farther to fall without alarming the market, and a drop of a quarter point in it shown by a sale of 60 shares at 41.75 would hardly be noticeable under other circumstances. The only other transaction on the list is a sale of \$5000 Hilo 1901 sixes at 100, a drop of one point.

**PADDY RYAN LICENSE TRANSFER UP TOMORROW**

Whether or not Paddy Ryan, saloon-keeper, shall be allowed by the license commission to move his establishment from its present location in the Occidental hotel to a location in the opposite block, fronting on Alakea Street, will again be before the license board tomorrow afternoon.

A decision from the Attorney-general that property "holder" means property-owner or lessees with at least a year lease will be before the board, and on this decision and petitions for and against the transfer of the license depends the action of the board.

It was reported today that Ryan and his friends have secured signatures of a majority of property owners to their petition. This report was promptly denied by George W. Patey of the Anti-Saloon League, who is leading the fight against the transfer.

The discharge of cargo brought by the Inter-island steamer Maui from Kawaihae included 55 bales hides, 22 packages sundries, 200 sacks rice, and 75 head cattle. The vessel returned to her home port yesterday and was given quick dispatch for Hawaii.

The battleship Wyoming has been turned over to the government by Camps. The new vessel is a sister ship of the Arkansas.

## Honolulu Star-Bulletin

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## HARBOR NOTES

Taking a general cargo, the Inter-island steamer Noeau sailed for windward Kauai ports last evening. The Matson Navigation liner Wilhelmina is to sail for Hilo Thursday evening at 5 o'clock to discharge 1800 tons freight.

There will be room for all comers in the Pacific Mail line Siberia, to be dispatched for San Francisco next Monday evening.

The Harrison Direct Line freighter Workman was sent to the Oceanic wharf to discharge three thousand tons European merchandise.

For news and the truth about it, ask people buy the Star-Bulletin.

## WANTS

WANTED.

To buy large palms, ferns or other plants in tubs or pots. Write "M. O." this office. k-5355-21

Exporters M. LIEMANN  
Berlin C. 25 (Germany) Est. in 1888

## White Rock

The World's Rel Tale War

The Mark of Discrimination

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